the Apparel Training and Design Centres have been established to make available skilled manpower at managerial and shopfloor levels.

(iii) The pragmatic Cotton Yarn Export Policy followed over the years has resulted in qualitative upgradation in the spinning sector and healthy growth in cotton yarn exports.

(iv) The Textiles Committee, the Textiles Research Associations and the concerned Textiles Export Promotion Councils are taking steps to create quality consciousness among the textile exporters.

Developoment of National Highways in Madhya Pradesh With Foreign Aid

*450. SHRI SURESH PACHOURI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposal is under Government's consideration to develop and improve National Highways in Madhya Pradesh with foreign financial aid or otherwise;

(b) if so, the details thereof; and

(c) the funds released by Government for improving and developing National Highways in the State during the last three years, year-wise?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) World Bank is financing the construction of 31.4 Km long Indore Bypass and 18 Kms. four laning and strengthening of Indore-Devas section of NH 3 at a cost of Rs. 29-1.31 crore. During the year 1997-98, works totalling to Rs. 50 crores have been proposed for sanction through budgetary support.

(c) Year-wise allotment of funds to the State of Madhya Pradesh in respect of original works is as under:—

Year	NH Original Works-Allotment (Rs. in crores)
1994-95	15.35
1995-96	20.20
1996-97	10.20

Attack on Railway Personnel by Army Personnel

*451. SHRI SATISH PRADHAN:
DR. Y. LAKSHMI PRASAD:

Will the Minister of DEFENCE be pleased to state:

(a) whether Government are aware of increasing menace of Army personnel at Belgaum in Karnataka;

(b) if so, the action Government propose to take to prevent recurrence of such incident;

(c) whether it is also a fact that senior Army personnel were involved in a physical attack on police and railway personnel; and

(d) the action taken against the persons involved?

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV): (a) to (d) Government arc aware of an incident of assault and affray reported at Belgaum in Karnataka on the night of 15-16 March, 1997 in which some persons belonging to the police, the Railways and the Army were involved. An Inquiry has been ordered, which will bring to light the full facts, and the action needed.

Financial Assistance For Dakcswari Cotton Mills

*452. SHRI JIBON ROY: Will the Minister of TEXTILES be pleased to state:

(a) whether the Dakeswari Cotton Mills Limited, Calcutta had requested for a financial arrangement with the help of the Government of India from IDBI;

(b) whether any action has been taken by Government thereon;

(c) if so, the proposal contemplated by Government to revive the mills; and

(d) if not, the reasons therefor?

THE MINISTER OF TEXTILES (SHRI R.L. JALAPPA): (a) Dakeswari Cotton Mills Ltd. (DCML), approached IDBI in 1992 for 'Seeking financial assistance for setting up a new spinning mill with capacity of 25440 spindles, utilizing the existing infrastructure and buildings of the unit at Suryanagar, Asansol.

(b) to (d) The proposal did not meet the financial institution's norms and was not considered support worthy. This decision was conveyed to the Company by IDBI in 1993.

Development of Inland Waterways Transport

*453. SHR.I BARATIN SENGUPTA:
PROF. RAM KAPSE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to have a comprehensive and systematic approach to evaluate the viability of Inland Waterways Transport (IWT) for its faster development;

(b) whether Government have received any representation from the Federation of Indian Chamber of Commerce and Industry in this regard; and

(c) if so, the steps Government propose to take in this regard?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b)Yes, Sir.

(c) Viability of IWT on important waterways has been studied and based on the studies, three Waterways have been declared as National Waterways for efficient shipping and navigation activities. Recommendations of the FICCI are mainly for fiscal concession and other incentives which are under active consideration of the Government.

Allocation of Fund From Central Road Fund to Maharashtra

*454. SHRI RAJNATH SINGH 'SURYA':

SHRI SANJAY NIRUPAM:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the nature and the financial condition of Central Road Fund (CRF);

(b) the guide-lines for allocation of the share for different States and Union Territories from this fund;

(c) the share of Maharashtra from CRF during the last three years, year-wise ;

(d) the reasons for allocating lesser funds to Maharashtra compared to other State; and

(e) the position of Maharashtra so far as National Highways are concerned, *vis-a-vis* other States?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Central Road Fund (CRF) is a non-lapsing fund and is governed by an old resolution of Parliament whereby an amount not less than 3.5 paise per litre out of the duty of custom & excise levied on motor spirit, is set apart and the proceeds thereof have to be applied for the purpose of road development.

(b) The fund is allocated to various states in proportion to the consumption of motor spirit in the respective states as well as schemes sanctioned and availability of funds.

(c) The funds allocated to Maharashtra from CRF during the last 3 years are as under:

	(Rs. in lakhs)
1994-95	1100.00
1995-96	172.00
1996-97	62.00